

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

Property Name: Hurlock Historic District Inventory Number: D-653
Address: _____ Historic district: X yes no
City: Hurlock Zip Code: _____ County: Dorchester
USGS Quadrangle(s): Federalburg
Property Owner: _____ Tax Account ID Number: _____
Tax Map Parcel Number(s): _____ Tax Map Number: _____
Project: TEA-21 DOE Agency: Maryland Historical Trust
Agency Prepared By: Maryland Historical Trust
Preparer's Name: Thomas Reinhart Date Prepared: 6/1/2001
Documentation is presented in: _____
Preparer's Eligibility Recommendation: X Eligibility recommended Eligibility not recommended
Criteria: A B X C D Considerations: A B C D E F G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: yes Listed: yes
Site visit by MHT Staf X yes no Name: Thomas Reinhart Date: 6/1/2001

Description of Property and Justification: *(Please attach map and photo)*

The Hurlock Historic District is composed of 184 major resources. The majority of the resources are residential, with several churches and roughly a dozen commercial structures. Of the 184 resources, 129 contribute to the potential district; 65 do not contribute. Although a period of significance has yet to be identified, the district's resources date primarily to the late-nineteenth century and the early-twentieth century. A number of contributing commercial and residential structures date from the 1910's through 1950. There are only a handful of resources from the latter half of the twentieth century. Most of the contributing resources retain an high level of integrity, despite the widespread use of vinyl and aluminum siding.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended X Eligibility not recommended
Criteria: X A B X C D Considerations: A B C D E F G
MHT Comments:

Reviewer, Office of Preservation Services

Bluntz
Reviewer, National Register Program

Date

9/9/03
Date

Hurlock Historic District

The Hurlock Survey District is composed of 184 major. The majority of the resources are residential, with several churches and roughly a dozen commercial structures. Of the 184 resources, 129 contribute to the potential district; 65 do not contribute. Although a period of significance has yet to be identified, the district's resources date primarily to the late-nineteenth century and the early-twentieth century. A number of contributing commercial and residential structures date from the 1910's through 1950. There are only a handful of resources from the latter half of the twentieth century. Most of the contributing resources retain an high level of integrity, despite the widespread use of vinyl and aluminum siding.

D-653
Hurlock Historic District
Federalsburg quad

Hurlock Historic District

Contributing Resources

200 Academy Street; M 400, p 500
201 Academy Street; M 400, p 564
203 Academy Street; M 400, p 565
202-204 Academy Street; M 400, p 501
205-207 Academy Street; M 400, p 566
206 Academy Street; M 400, p 502
208 Academy Street; M 400, p 503
210 Academy Street; M 400, p 504
212 Academy Street; M 400, p 505
300 Academy Street; M 400, p 506
302 Academy Street; M 400, p 507
303 Academy Street; M 400, p 568
304 Academy Street; M 400, p 508
305 Academy Street; M 400, p 569
306 Academy Street; M 400, p 509
307 Academy Street; M 400, p 570
308 Academy Street; M 400, p 510
309 Academy Street; M 400, p 571
310 Academy Street; M 400, p 511
311 Academy Street; M 400, p 572
312 Academy Street; M 400, p 512
314 Academy Street; M 400, p 513
400 Academy Street; M 400, p 514
401-405 Academy Street; M 400, p 574
402 Academy Street; M 400, p 515
404-406 Academy Street; M 400, p 516
407 Academy Street; M 400, p 576
500 Academy Street; M 400, p 517
501 Academy Street; M 400, p 580
502 Academy Street; M 400, p 518
503 Academy Street; M 400, p 581
504 Academy Street; M 400, p 519

100 Andrews Street; M 401, p 319
102 Andrews Street; M 401, p 318
103 Andrews Street; M 401, p 300
104 Andrews Street; M 401, p 317
105 Andrews Street; M 401, p 301
107 Andrews Street; M 401, p 302
109 Andrews Street; M 401, p 303

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Hurlock Historic District
Federalsburg quad

100 Broad Street; M 400, p 613
101 Broad Street; M 400, p 373
102 Broad Street; M 400, p 614
103 Broad Street; M 400, p 374
104 Broad Street; M 400, p 615
105 Broad Street; M 400, p 375
106 Broad Street; M 400, p 616
107 Broad Street; M 400, p 376
200 Broad Street; M 400, p 617
201 Broad Street; M 400, p 377
202 Broad Street; M 400, p 618
203 Broad Street; M 400, p 378
204 Broad Street; M 400, p 619
205 Broad Street; M 400, p 379
206 Broad Street; M 400, p 620
207 Broad Street; M 400, p 380
208 Broad Street; M 400, p 621
209 Broad Street; M 400, p 381

103 Center Street; M 401, p 93
105 Center Street; M 401, p 92

203 Charles Street; M 401, p 430
205 Charles Street; M 401, p 432
207 Charles Street; M 401, p 434
208 Charles Street; M 401, p 435
210 Charles Street; M 401, p 436
212 Charles Street; M 401, p 437
214 Charles Street; M 401, p 438
216 Charles Street; M 401, p 439
304 Charles Street; M 401, p 403
306 Charles Street; M 401, p 404
308 Charles Street; M 401, p 405
310 Charles Street; M 401, p 406
312 Charles Street; M 401, p 407
314 Charles Street; M 401, p 408
400 Charles Street; M 401, p 137
402 Charles Street; M 401, p 138
404 Charles Street; M 401, p 139
408 Charles Street; M 401, p 141
410 Charles Street; M 401, p 142
412 Charles Street; M 401, p 143
416 Charles Street; M 401, p 145

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Hurlock Historic District
Federalsburg quad

50 Delaware Avenue; M 401, p 409
52 Delaware Avenue; M 401, p 136

102 Gay Street; M 401, p 424
104 Gay Street; M 401, p 425

100 N. Main Street; M 400, p 445
101 N. Main Street; M 400, p 368
102 N. Main Street; M 400, p 446
103 N. Main Street; M 400, p 369
104 N. Main Street; M 400, p 447
105 N. Main Street; M 400, p 370
106 N. Main Street; M 400, p 448
108 N. Main Street; M 400, p 449
110 N. Main Street; M 400, p 450
111 N. Main Street; M 400, p 372
112 N. Main Street; M 400, p 451
201 N. Main Street; M 400, p 612
203 N. Main Street; M 400, p 611
205-207 N. Main Street; M 400, p 610
300 N. Main Street; M 400, p 609
302 N. Main Street; M 400, p 608
303 N. Main Street; M 400, p 627
305 N. Main Street; M 400, p 628
308 N. Main Street; M 400, p 605
310 N. Main Street; M 400, p 604
312-314 N. Main Street; M 400, p 603
400 N. Main Street; M 400, p 602
401 N. Main Street; M 400, p 630
402 N. Main Street; M 400, p 601
403-405 N. Main Street; M 400, p 631

100 S. Main Street; M 400, p 442
101 S. Main Street; M 400, p 344
103 S. Main Street; M 400, p 343
105-107 S. Main Street; M 400, p 342
200 S. Main Street; M 401, p 422
201 S. Main Street; M 400, p 341
203 S. Main Street; M 400, p 340
204 S. Main Street; M 401, p 420
205 S. Main Street; M 400, p 339
206 S. Main Street; M 401, p 419
207 S. Main Street; M 400, p 338

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Hurlock Historic District
Federalsburg quad

208 S. Main Street; M 401, p 418
209 S. Main Street; M 401, p 325
210 S. Main Street; M 401, p 417
211 S. Main Street; M 401, p 324
212 S. Main Street; M 401, p 416
213 S. Main Street; M 401, p 323
214 S. Main Street; M 401, p 415
215 S. Main Street; M 401, p 322
216 S. Main Street; M 401, p 414
217 S. Main Street; M 401, p 321
218 S. Main Street; M 401, p 413
219 S. Main Street; M 401, p 320
220 S. Main Street; M 401, p 412
300 S. Main Street; M 401, p 400
301 S. Main Street; M 401, p 308
304 S. Main Street; M 401, p 398
305 S. Main Street; M 401, p 306
306 S. Main Street; M 401, p 397
307 S. Main Street; M 401, p 299
308 S. Main Street; M 401, p 396
309 S. Main Street; M 401, p 298
310 S. Main Street; M 401, p 395
311 S. Main Street; M 401, p 297
312 S. Main Street; M 401, p 394
313 S. Main Street; M 401, p 296
314 S. Main Street; M 401, p 393
315 S. Main Street; M 401, p 295
316 S. Main Street; M 401, p 392
317 S. Main Street; M 401, p 294
318 S. Main Street; M 401, p 391
319 S. Main Street; M 401, p 293
320 S. Main Street; M 401, p 390
321 S. Main Street; M 401, p 292
323 S. Main Street; M 401, p 291
400 S. Main Street; M 401, p 135
403 S. Main Street; M 401, p 104
404 S. Main Street; M 401, p 133
407 S. Main Street; M 401, p 102
408 S. Main Street; M 401, p 131
409-411 S. Main Street; M 401, p101
410 S. Main Street; M 401, p 130
412 S. Main Street; M 401, p 129
413 S. Main Street; M 401, p 100
414 S. Main Street; M 401, p 128

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Hurlock Historic District
Federalsburg quad

415 S. Main Street; M 401, p 69
417 S. Main Street; M 401, p 68
419 S. Main Street; M 401, p 67
420 S. Main Street; M 401, p 125
421-423 S. Main Street; M 401, p 66
500 S. Main Street; M 401, p 123-1

100 Maryland Avenue; M 400, p 366
101 Maryland Avenue; M 401, p 326
102 Maryland Avenue; M 400, p 365
103 Maryland Avenue; M 401, p 327
104 Maryland Avenue; M 400, p 364
105 Maryland Avenue; M 401, p 328
106 Maryland Avenue; M 400, p 363
107 Maryland Avenue; M 401, p 329
108 Maryland Avenue; M 400, p 362
109 Maryland Avenue; M 401, p 330
111 Maryland Avenue; M 401, p 331
113 Maryland Avenue; M 401, p 332
115-117 Maryland Avenue; M 401, p 333-1

50 Mill Street; M 400, p 345
52 Mill Street; M 400, p 346
54 Mill Street; M 400, p 347
56 Mill Street; M 400, p 348

102 Oak Street; M 400, p 453
104 Oak Street; M 400, p 454
105 Oak Street; M 400, p 497
106 Oak Street; M 400, p 455
200 Oak Street; M 400, p 491
201 Oak Street; M 400, p 495
202-204 Oak Street; M 400, p 490
203 Oak Street; M 400, p 494

55 Poplar Street (Legion Drive); M 400, p 387
61 Poplar Street (Legion Drive); M 400, p 384
63? Poplar Street (Legion Drive); M 400, p 383
65 Poplar Street (Legion Drive); M 400, p 382
101 Poplar Street; M 400, p 444
103 Poplar Street; M 400, p 463
105 Poplar Street; M 400, p 462
107 Poplar Street; M 400, p 461
109 Poplar Street; M 400, p 460

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Hurlock Historic District
Federalsburg quad

111? Poplar Street; M 400, p 459

50 Railroad Avenue; M 400, p 349
100 Railroad Avenue; M 400, p 355
102 Railroad Avenue; M 400, p 356
104 Railroad Avenue; M 400, p 357
200-202 Railroad Avenue; M 401, p 334
400 Railroad Avenue; M 401, p 304

100 Taylor Avenue; M 401, p 99
101 Taylor Avenue; M 401, p 70
102 Taylor Avenue; M 401, p 98
103 Taylor Avenue; M 401, p 71
106 Taylor Avenue; M 401, p 97
200 Taylor Avenue; M 401, p 89
201 Taylor Avenue; M 401, p 73
202 Taylor Avenue; M 401, p 88
203 Taylor Avenue; M 401, p 74
204 Taylor Avenue; M 401, p 87
205 Taylor Avenue; M 401, p 75

204 Thompson Street; M 401, p 58
206 Thompson Street; M 401, p 57

101 Webster Street; M 401, p 309
102 Webster Street; M 401, p 336
103 Webster Street; M 401, p 310
104 Webster Street; M 401, p 335
105 Webster Street; M 401, p 311

Non-contributing Resources

301 Academy Street; M 400, p 567

107 Center Street; M 401, p 91
109 Center Street; M 401, p 90
200 Center Street; M 401, p 72
201 Center Street; M 401, p 61

202 Charles Street; M 401, p 431
204-206 Charles Street; M 401, p 433
300 Charles Street; M 401, p 401

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Hurlock Historic District
Federalsburg quad

302 Charles Street; M 401, p 402
401 Charles Street; M 401, p 152
403 Charles Street; M 401, p 151
405 Charles Street; M 401, p 150
407 Charles Street; M 401, p 149
409 Charles Street; M 401, p 148
411 Charles Street; M 401, p 147
413? Charles Street; M 401, p 146
406 Charles Street; M 401, p 140 (vacant)
414 Charles Street; M 401, p 144

Delaware Avenue; M 401, p 287

100 Gay Street; M 401, p 423 (vacant)
106 Gay Street; M 401, p 426
108 Gay Street; M 401, p 427

107-109 N. Main Street; M 400, p 371
301 N. Main Street; M 400, p 626
304 N. Main Street; M 400, p 607
306 N. Main Street; M 400, p 606

202 S. Main Street; M 401, p 421 (vacant)
222 S. Main Street; M 401, p 411
302 S. Main Street; M 401, p 399 (vacant)
303 S. Main Street; M 401, p 307
401 S. Main Street; M 401, p 105 (vacant)
402 S. Main Street; M 401, p 134
405 S. Main Street; M 401, p 103
406 S. Main Street; M 401, p 132
416 S. Main Street; M 401, p 127
418 S. Main Street; M 401, p 126 (vacant)

Mapleton Street; M 400, p 577 (vacant)

51 Middle Street; M 400, p 354 (vacant)
53 Middle Street; M 400, p 353 (vacant)
55 Middle Street; M 400, p 352 (vacant)

100 Oak Street; M 400, p 452
101 Oak Street; M 400, p 499
103 Oak Street; M 400, p 498
107 Oak Street; M 400, p 496
205 Oak Street; M 400, p 493 (vacant)

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Hurlock Historic District
Federalsburg quad

100 Pine Street; M 401, p 290
102 Pine Street; M 401, p 289
104 Pine Street; M 401, p 288

51 Poplar Street (Legion Drive); M 400, p 389
53 Poplar Street (Legion Drive); M 400, p 388 (vacant)
57 Poplar Street (Legion Drive); M 400, p 386
59 Poplar Street (Legion Drive); M 400, p 385 (vacant)
113 Poplar Street; M 400, p 458

110 Railroad Avenue; M 401, p 333-2
Railroad Avenue; M 401, p 76-2

104 Taylor Avenue; M 401, p 98
Taylor Avenue; M 401, p 76-1 (vacant)

50 Thompson Street; M 401, p 124
100 Thompson Street; M 401, p 65
102 Thompson Street; M 401, p 64
106 Thompson Street; M 401, p 62
200 Thompson Street; M 401, p 60
202 Thompson Street; M 401, p 59
Thompson Street; M 401, p

100 Webster Street; M 401, p 337

HURLOCK

HURLOCK, incorporated in 1892, ranks as the second largest town in Dorchester County. It began from a Dorchester/Delaware Railroad station built in 1867. In 1869 John Martin Hurlock, on whose land the station was erected and after whom the Town was named, built a grocery store at the railroad crossing. In 1871 Mr. Hurlock built his residence.

In 1884 a second residence, the Washington Methodist Parsonage, was built, and by 1887 five new homes and a hotel were constructed. In 1888 the Washington Church (now Unity-Washington United Methodist Church) was moved into the growing settlement from its original building site where it had stood for 75 years. At this same time the Post Office was moved into the town from Harrison Ferry, and the mill was moved from Williamsburg.

Hurlock's growth was greatly influenced by the construction of a second railroad, the Baltimore, Chesapeake, and Atlantic in 1890. This railroad conveyed passengers from the Love Point Ferry out of Baltimore to Ocean City. Since 1890 Hurlock's population has grown from 400 to 1,681 people today. In 1898 the "Hurlock Advance", a newspaper, began. In 1900 the Hurlock Free Library was established. Both enterprises were founded by W. R. Walworth. In 1901 Hurlock had its own bucket and ladder brigade, which was incorporated in 1924 as the Hurlock Volunteer Fire Company.

In the early 1900's several businesses began in Hurlock. In 1903 Carl Bradley moved his blacksmith shop from Linchester and along with his son, Leland, expanded into the sale of carriages, the embalming and undertaking business, a hardware store, a livery stable, a garage and a water company for the new town. In this same era, William Henry Neal, along with his two sons, A. Victor and Swain Orvalee (Lee), moved into town and established the second largest canning business on the Shore. The operation, known as the Eastern Shore Can Company, contained 14 plants at one time. In 1929 the business was sold to the Continental Can Company. Joseph B. Andrews and his son Elwood, built a cannery for peeled tomatoes and tomato products and in 1922 sold the business to the American Stores Company. The Thompson family operated a sawmill which provided the lumber for many of the houses constructed in the early 1900's. In later years the sawmill enlarged its operation to include a box factory, which produced the materials for crates and canned goods cartons.

Centered in one of the best agricultural areas of Dorchester County, Hurlock's farming and farm related businesses were and are the main industry. The Hurlock vicinity is said to have the greatest concentration of irrigation systems for any region. These produce such crops as soybeans, barley, corn, wheat, cucumbers for pickling, tomatoes for processing, plus fresh market produce. Bayshore Foods constructed a poultry processing, hatchery and feed mill complex in the 1970's. The complex has subsequently been sold to Country Pride, a division of Imperial Foods, Ltd.

Throughout the years, businesses established included a wholesale baker, a milk creamery, a milk cooling station, a machine shop, a new Medical Center in 1960, which was dedicated by Governor Millard Tawes, and a new Post Office in 1967.

Since the beginning, some of these establishments have either left the area or been swallowed up by today's larger companies, but we can be proud of the heritage they left behind. With our good foundation and location our growth will continue.

D-653
Hurlock
Nineteenth and twentieth centuries
Public and private

The origin of the town of Hurlock is associated with the laying of the Dorchester & Delaware Railroad between Seaford and Cambridge in 1867-68 as well as the entrepreneurial skills and drive of John Martin Hurlock and his wife Celia, who negotiated the sale of part of their farm to the railroad company in exchange for a store to be built on the lot for his own business in addition to the timber harvested from the property. Also, in exchange for the right-of-way and depot ground, John Martin Hurlock was promised that he could enlarge his store house as required and that he could serve as well as the railroad agent at the depot, provided that he attended to the railroad company's business properly. "Hurlock's Station" as it was known in its earliest years, was located on the border of the East New Market and Williamsburg election districts along the road that connected Harrison's Ferry crossing of the North West fork of the Nanticoke and Waddell's Corner, where the road turned northeast to head towards the crossroads village of New Hope on the Dorchester/County county border.

The first decade of Hurlock's Station's history followed a slow path of development and commerce associated with the efforts of John Martin Hurlock and his family. By the time that Lake, Griffing, and Stevenson published their atlas maps of the Eastern Shore counties in 1877, Hurlock's Station comprised little more than a depot, store, and a dwelling or two. During the summer months, "Hurlock's Camp Ground" was a designated location for Methodist camp meetings. When the *Maryland Directory*,

a compilation of commercial enterprises across the state, was published in 1878, the village, populated with 20 individuals, was summarized in a short description:

HURLOCK is pleasantly situated on the D. & D. R. R. 16 miles from Cambridge. Climate mild and healthy. Land medium; sells at from \$10 to \$25 per acre; produces fair crops of wheat, corn, oats, hay and potatoes. Churches and schools near. Population 20, J. M. Hurlock, Postmaster.

John M. Hurlock was identified as the "miller" and James M. Hurlock was the proprietor of the general store. Elisha Harper was identified a carpenter, James E. Sellers, a "huckster," and F. L. Thomas, an agent selling sewing machines.

Six years later, in 1884, the population of Hurlock had risen to fifty according to R. L. Polk's business directory. In 1883, the Dorchester & Delaware had become the Cambridge & Seaford Railroad, a branch line under the larger Philadelphia, Wilmington & Baltimore Railroad. However, the most significant economic stimulus for Hurlock and the region overall, came at the end of the decade with the construction of the Baltimore & Eastern Shore Railroad between Claiborne, in Talbot County, and Ocean City, a project which spanned the years between 1886 and 1890. When the charter for the railroad was executed in 1886, a spurt of construction activity in the town included the erection of a host of new houses around 1887, including the dwellings for T. W. Noble, Henry Sinclair, B. F. Carroll, Thomas I. Wright, and Thos. Hackett. The completion of the Baltimore & Eastern Shore Railroad in 1890, and the potential commercial trade associated with it, surely convinced James A. Dean to finance construction of the three-story frame structure known as the Glen Oak Hotel on the triangular lot bordered by North Main and Academy streets. Another pivotal event of the 1880s was the relocation of the Washington Methodist Church into the village from its original site northwest of

the town. In 1888 the congregation voted to move their sizable 1858 structure to the corner of North Main and Oak streets. In October 1888, a Methodist Protestant congregation was established in the village under the pastorship of Reverend R. S. Williamson. The Unity M. P. Church, as asymmetrical Gothic Revival frame structure, was erected around 1890.

By the early 1890s Hurlock had developed to the point where it required incorporation with a board of commissioners to function on behalf of the residents, particularly when issues arose concerning municipal problems and necessities. Hurlock was incorporated formally in 1892. With the completion of the Baltimore & Eastern Shore Railroad to Vienna by 1890 and to Salisbury by that October, the new line of transportation, coupled with the Cambridge and Seaford branch line of the Philadelphia, Wilmington & Baltimore Railroad, spurred investment and enterprise. Various commercial and industrial concerns located along the right-of-ways. During the late nineteenth and early twentieth centuries, Hurlock was home to a host of vegetable and fruit canning operations; one of the first was one of the longest in operation. The firm of Joseph B. Andrews and Company opened in 1891, and in 1921, became the American Stores Cannery, which remained in operation until 1983. There were a dozen other firms, some very short-lived while others proved an ability to last decades. W. H. Neal & Son opened a vegetable canning business in 1919 that lasted until 1939. An attendant industry, W. H. Neal started a tin can manufacturing business, which was listed in the Maryland State Gazetteer and Business Directory of 1909-11. W. H. Neal's can factory was sold eventually to the Continental Can Company, which operated in Hurlock into the late twentieth century.

R. L. Polk's 1909-11 business directory also lists an impressive assortment of manufacturing and service ventures for the small town, which had grown to 500 residents. In addition to J. B. Andrews & Co. there were three other canners in Hurlock, P. S. Messick, Wright & Carter, and O. R. Wright & Bro. John Martin Hurlock still operated the mill, while W. E. Hurlock is listed as the proprietor of a general store. The Hurlock's store competed with eleven other similar establishments within the town boundaries, which were pushing outward with new construction, principally along North and South Main and its many cross streets. The town had its own newspaper, the *Hurlock Advance*, which began around the turn of the twentieth century and continued after 1923 as the *Upper Dorchester News*.

There carpenters and two masons were at work in Hurlock, erecting stylish Victorian houses of varying shapes and decorated with turned spindles and posts or Colonial Revival columns and moldings that became popular around the turn of the century. Aiding in the construction of new houses was a town bank, a branch of the Eastern Shore Trust Company, which had bought in receivership the holdings of the Farmers Bank of Dorchester County in late 1901. Around 1905, the Eastern Shore Trust Company financed construction of a Colonial Revival bank building on the corner of North Main and Broad streets. New houses and churches were rising along Main Street and a host of side streets. A Baptist congregation was established in 1915 and it financed the construction of a large rock-faced, concrete block church along South Main Street. The large cross-shaped Baptist church, with its elevated foundation and three-story entrance and bell tower, was an impressive construction project utilizing a relatively new building material, rock-faced concrete blocks that were shipped to Hurlock from afar

on board one of the railroads. An Episcopal congregation formed sometime around 1909, but it was not until 1926 that ground was broken for St. Andrew's Episcopal Mission under the leadership of Reverend William McClelland. Several other congregations formed in Hurlock during the early twentieth century, and they relocated buildings or erected new structures as the town's population gradually increased and its commercial and economic dominance in northeastern Dorchester County was clear.

Hurlock's municipal concerns during the early twentieth century centered on reliable sources of water and electricity among other issues. In 1908 a franchise was granted to W. C. Bradley for a town water system and in the same year electric current was provided to town residents by the Idlewild Electric Light and Power Company of Caroline County. Within the following year, electric street lights were purchased for the town. A town fire department was established during the early twentieth century, and in 1923, the commissioners acquired a modern fire truck. The town commissioners also implemented the town's first sewer system in 1934 with a construction contract awarded to George Lynch and Company for over \$50,000. During the 1930s, the population of Hurlock leveled off around 1,000 residents, which remained fairly constant through the mid twentieth century. Since the 1960s, the town's population has risen to its present level of 1,800 residents.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. D-653

1. Name of Property (indicate preferred name)

historic Hurlock Survey District
other Hurlock Station

2. Location

street and number _____ not for publication
city, town _____ vicinity
county _____

3. Owner of Property (give names and mailing addresses of all owners)

name Multiple owners
street and number _____ telephone
city, town _____ state _____ zip code

4. Location of Legal Description

courthouse, registry of deeds, etc. Dorchester County Clerk of Court liber folio
city, town Cambridge tax map tax parcel tax ID number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	Noncontributing
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> defense	225
<input type="checkbox"/> site		<input checked="" type="checkbox"/> domestic	
<input type="checkbox"/> object		<input type="checkbox"/> education	
		<input type="checkbox"/> funerary	
		<input type="checkbox"/> government	225
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> landscape	
		<input type="checkbox"/> recreation/culture	
		<input checked="" type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	

Number of Contributing Resources previously listed in the Inventory

7. Description

Inventory No. D-653

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

DESCRIPTION SUMMARY

The town of Hurlock is the second largest municipality in Dorchester County. Located in the northeastern section of the county in the center of the Hurlock election district, the town is laid out on a rough grid plan around the intersection of MD Routes 392 and 307 and 331. The grid plan of streets is intersected by two railroad right-of-ways, the north-south route being the former Baltimore & Eastern Shore (later Baltimore, Chesapeake & Atlantic) Railroad and the east-west line, originally the Dorchester & Delaware Railroad, later the Cambridge and Seaford branch of the Philadelphia, Wilmington & Baltimore Railroad. The stock of historic structures in the town date from the 1880s through the 1950s, and there are approximately 225 contributing resources that constitute the district. The central commercial district is defined by a collection of late nineteenth and early twentieth century structures including several two-story frame store buildings, a brick bank and two railroad stations, one original to its site at the east end of the town and a second one, the former Williamsburg Passenger Station, which was moved to its present site along the former right-of-way of Dorchester & Delaware Railroad in the early 1990s. The district retains a high degree of architectural and historical integrity that warrants listing on the National Register of Historic Places.

GENERAL DESCRIPTION

The town of Hurlock, originally Hurlock's Station, is located in northeastern Dorchester County, Maryland at the intersections of MD Routes 392, 331, and 307 in the center of the Hurlock election district. Second only to Cambridge in population (1,874, 2000 U.S. Census), the town is spread over a grid of streets that intersect the principal town avenues, North and South Main streets, Broad Street, Mill Street, etc. The right-of-ways of the former Dorchester and Delaware Railroad (later Cambridge and Seaford) and the Baltimore and Eastern Shore Railroad (later the Baltimore, Chesapeake & Atlantic Railroad) intersect on the eastern side of the town, where there is a remnant district of commercial and industrial structures. The Dorchester and Delaware line, the first built across the northern section of the county, was completed between Cambridge and Seaford in 1869. The second rail line, the Baltimore and Eastern Shore Railroad was completed between Claiborne (in Talbot County) and Vienna by July 1890, which infused the town with a significant economic stimulus that propelled its growth far beyond the surrounding villages that claimed a much older history.

The historic resources that define Hurlock consists of approximately two-hundred-and-twenty-five (225) structures erected between 1880 and 1950, and the largest percentage of these date between 1890 and 1930 when the town experienced its most prosperous period. Principal among the historic structures that stand in the town include the Unity-Washington United Methodist Church (D-610), a mid to late nineteenth century structure relocated from its original rural site to the village in 1888. One section of the church, erected in 1858, is clearly the oldest structure in the town. Just north of the Unity-Washington Church is the Glen Oak Hotel (D-609), a late nineteenth-century three-story frame structure erected around 1890 in the fork of the road bounded by North Main and Academy streets. The central

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. D-653

Name Hurlock Survey District
Continuation Sheet

Number 7 Page 1

business district is defined by a small collection of historic commercial structures, principally the W. C. Bradley & Son Hardware Store (D-339), built around 1910, and the old Eastern Shore Trust Company building (D-748) erected on the corner of North Main and Broad Street around 1905. Other structures of singular importance include the old B.C. & A. freight station (D-646) and the former Williamsburg passenger station (D-749) that now serves the town of Hurlock as a representation of the community's railroad history past.

The historic building stock of Hurlock includes a range of late nineteenth and early-to mid-twentieth century building types. Most common to the late nineteenth century are dozens of two-story, three-bay, single-pile frame houses with a center cross gables pierced with pointed arch window. Supported on low brick foundations, the exteriors are clad with a variety of materials including plan weatherboards, wood shingles, asbestos shingles, aluminum or vinyl siding. Standing at 305 South Main Street is the Joseph B. Andrews house, a two-and-a-half story, three-bay cross-gabled dwelling featuring a projecting center pavilion and a cross-gabled single-story turned post porch. The gable ends are pierced by the characteristic pointed arch window. A pair of narrow brick stove chimneys pierce the roofline on each side of the center hall. Many of the two-a-half story three- or five-bay houses have center hall/single pile plans with a rear service wing, however some smaller versions have a side hall/parlor plan and were designed with a gable front facing the street.

There are numerous versions of the asymmetrically planned ell- or tee-shaped frame dwellings from the period 1890-1910. All are of frame construction. The ell- or tee-shaped frame dwellings with asymmetrical plans also feature in most instances a projecting bay window of one or two stories, and decorative turned post porches. Narrow brick stove chimneys pierce the roofline in most cases. Many houses along North and South Main streets retain intact exteriors of late nineteenth century Victorian decoration. The Greensburg T. Bell house at 304 South Main Street is a two-story turn of the twentieth century frame dwelling with a projecting three-sided pavilion and decorative turned post porches on three sides.

Scattered in various places in Hurlock are a few elaborately planned and crafted Queen Anne style houses with intricate late nineteenth or early twentieth century exterior and interior finishes. The W. C. Bradley house (D-340), built in 1908-09 on the corner of North Main and Broad streets, is one of the most elaborate Queen Anne inspired dwellings with a very well preserved exterior of early twentieth century Victorian finishes, and it features the characteristic three-story tower and wide variety of surface decoration. Covered by a generously sized hip roof, the squarish main block is extended on the front and side elevations by projecting gables and bays. Situated on a prominent corner of North Main and Broad Street, the expansive early twentieth century frame dwelling is distinguished by a sizable wraparound neoclassical porch of paired Tuscan columns resting on brick piers. Another of the more

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Name Hurlock Survey District
Continuation Sheet

Number 7 Page 2

intricate Queen Anne dwellings is the Myra A. Melson house at 300 South Main Street. The two-and-a-half-story frame structure has a modified pyramidal shaped roof that is pierced by the centrally positioned brick stove chimney that rises through the top of it. Extending from the pyramidal roof are various two-story gable roofed pavilions. A decorative turned post porch stretches across the front of the house and around to the side where it is partially enclosed.

The early twentieth century ushered in a host of new building forms and styles that were common across Dorchester County as well as the nation. Paired down versions of the two-story pyramidal roofed dwelling, known in architectural terminology as the American foursquare house, gained widespread acceptance on the lower Eastern Shore and numerous examples are interspersed on town streets among earlier Victorian dwellings and contemporaneous ones that were erected during the first decade of the twentieth century. More often than not, the early twentieth foursquare and Victorian pyramidal roofed dwellings were fitted the Colonial Revival detailing, particularly in the construction of the front porch interior woodwork. Alongside many of these two-story frame dwellings are single-story or story-and-a-half bungalow style dwellings that followed national models that were published in trade journals and popular literature. The bungalow house usually incorporates an engaged porch supported by tapered posts or columns. The eave is often embellished with stick type brackets that represent an interest Craftsman style decoration that is related to the Arts and Crafts aesthetic movement of the late nineteenth and early twentieth centuries. There is a large number of bungalow style houses that define the streets of Hurlock. Some of these dwellings were surely shipped to town via the regional railroad network since company's like Sears & Roebuck sold entire house kits that were transported over land for assemblage on site.

8. Significance

Inventory No. D-653

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	entertainment/ recreation	landscape architecture	religion
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	ethnic heritage	law	science
	<input type="checkbox"/> communications	exploration/ settlement	literature	social history
	<input type="checkbox"/> community planning		maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		military	other: _____

Specific dates 1868-69, 1890, 1892 (Incorporation) Architect/Builder

Construction dates

Evaluation for:

☐ National Register

☐ Maryland Register

☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

SUMMARY SIGNIFICANCE

The town of Hurlock is historically and architecturally significant for its associations with the development of the railroad in Dorchester County as it relates to the economic and commercial stimuli that it provided for the growth of the second largest town in the county; beginning in 1867-68 as one of many stations on the Dorchester and Delaware Branch of the Delaware Railroad. The buildings that define the town of Hurlock, which constitute a potential National Register historic district, reflect the principal trends in American architectural design and construction representative of the late nineteenth century and first half of the twentieth century. A large percentage of the buildings retain a high degree of historic integrity that easily conveys the period in which the individual structures were erected.

HISTORY AND SUPPORT

The origin of the town of Hurlock is associated with the laying of the Dorchester and Delaware Railroad between Seaford and Cambridge in 1867-68 as well as the entrepreneurial skills and drive of John Martin Hurlock and his wife Celia, who negotiated the sale of part of their land to the railroad company in exchange for a store to be built on the lot for his own business in addition to the cut timber harvested from the property.¹ Also, in exchange for the right-of-way and depot ground, John Martin Hurlock was promised that he could enlarge his store house as required and that he serve as well as the railroad agent at the depot, provided that he attended to the railroad company's business properly. Hurlock's Station as it was known in its earliest years, was located on the border of East New Market and Williamsburg election districts along the road that connected the Harrison's ferry crossing of the North West fork of the Nanticoke and Waddell's Corner, where the road turned northeast to head towards the crossroads village of New Hope on the Dorchester/Caroline county border.

The first decade of Hurlock Station's history followed a slow path of development and commerce associated with the efforts of John Martin Hurlock and his family. By the time Lake, Griffing, and

¹ Dorchester County Land Record, FJH 8/42, 6 August 1870, Dorchester County Courthouse.

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Maryland Inventory of Historic Properties Form

Inventory No. D-653

Name Hurlock Survey District
Continuation Sheet

Number 8 Page 1

Stevenson published their atlas of the Eastern Shore counties in 1877, Hurlock's Station comprised little more than the depot, store, and a dwelling or two. During the summer months, "Hurlock's Camp Ground" was a designated location for Methodist camp meetings.² When the *Maryland Directory*, a compilation of commercial enterprises across the state, was published in 1878, the village, populated with 20 individuals, was summarized in a short description

*HURLOCK is pleasantly situated on the D. & D. R.R. 16 miles from Cambridge. Climate mild and healthy. Land medium; sells at from \$10 to \$25 per acre; produces fair crops of wheat, corn, oats, hay and potatoes. Churches and school near. Population 20, J. M. Hurlock, Postmaster.*³

John M. Hurlock was identified as the "miller" and James M. Hurlock was the proprietor of the general store. Elisha Harper was identified a carpenter, James E. Sellers, a "huckster" and F. L. Thomas, an agent selling sewing machines.

Six years later, in 1884, the population of Hurlock had risen to fifty according to R. L. Polk's business directory.⁴ In 1883, the Dorchester & Delaware had become the Cambridge and Seaford Railroad, a branch line under the larger Philadelphia, Wilmington and Baltimore Railroad. However, the most significant economic stimulus for Hurlock and the region overall, came at the end of the decade with the construction of the Baltimore & Eastern Shore Railroad between Claiborne, in Talbot County, and Ocean City, built between 1886 to 1890. When the charter for the railroad was executed in 1886, a spurt of construction activity in the town included the erection of a host of new houses around 1887, including dwellings for T.W. Noble, Henry Sinclair, B. F. Carroll, Thos. I. Wright, and Thos. Hackett.⁵ The completion of the Baltimore & Eastern Shore Railroad in 1890, and the potential commercial trade associated with it, surely convinced James A. Dean to finance the construction of the three-story frame structure known as the Glen Oak Hotel in the triangular lot of land bordered by North Main and Academy streets. Another pivotal event of the 1880s was the relocation of the Washington Methodist Church into the village from its original site northwest of Hurlock. In 1888 the congregation voted to move their sizable 1858 structure to the corner of North Main and Oak streets. In October 1888, a Methodist Protestant congregation was established in the village under the pastorship of Reverend R. S.

² John L. Graham, *The 1877 Atlases and Other Early Maps of the Eastern Shore of Maryland*, Wicomico County Bicentennial Committee, 1976, p. 67 and p. 82.

³ *The Maryland Directory*, J. Frank Lewis & Co., Baltimore, 1878, p. 253.

⁴ Delaware, Maryland, and West Virginia State Gazetteer and Business Directory, Vol. 1, Baltimore: R. L. Polk & Co., 1884, p. 592.

⁵ Elias Jones, *New Revised History of Dorchester County, Maryland*. Centreville, Maryland: Tidewater Publishers, 1966, p. 94. (Original manuscript was published in 1902, thereby reflecting the familiarity the author had with events that occurred in the decades of the late nineteenth century.)

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. D-653

Name Hurlock Survey District
Continuation Sheet

Number 8 Page 2

Williamson. The Unity M. P. Church, an asymmetrical Gothic Revival frame structure, was erected around 1890.

By the early 1890s Hurlock had developed to the point where it required incorporation with a board of commissioners to function on behalf of the residents, particularly when issues arose concerning municipal problems and necessities. Hurlock was incorporated formally in 1892. With the completion of the Baltimore and Eastern Shore Railroad to Vienna by July 1890 and to Salisbury by that October, the new line of transportation coupled with the Cambridge and Seaford branch line of the Philadelphia, Wilmington & Baltimore Railroad, spurred the establishment of various industries and commercial ventures along the two right-of-ways. During the late nineteenth and early twentieth centuries, Hurlock was home to a host of vegetable and fruit canning operations; one of the first was one of the longest in operation. The firm of Joseph B. Andrews and Company opened in 1891, and in 1921 became the American Stores Cannery, which remained in operation until 1983.⁶ There were a dozen other firms, some very short-lived while others proved an ability to last several decades. W. H. Neal & Son opened a vegetable canning business in 1919 that lasted until 1939. As an attendant industry W. H. Neal started a tin can manufacturing business, which was listed in the Maryland State Gazetteer and Business Directory of 1909-11.⁷ W. H. Neal's can factory was sold eventually to the Continental Can Company, which operated in Hurlock into the late twentieth century.⁸

R. L. Polk's 1909-11 business directory also lists an impressive assortment of manufacturing and service ventures for the small town, which had grown to 500 residents. In addition to J. B. Andrews & Co. there were three other canners in Hurlock, P. S. Messick, Wright & Carter, and O. R. Wright & Bro. John Martin Hurlock still operated the mill, while W. E. Hurlock is listed as the proprietor of a general store. The Hurlock's store competed with eleven other similar establishments within the town boundaries, which were pushing outward with new construction, principally along North and South Main streets.⁹ The town had its own newspaper, the *Hurlock Advance*, begun around the turn of the century¹⁰ and continuing after 1923 as the *Upper Dorchester News*.

Three carpenters and two masons were at work in Hurlock, erecting stylish Victorian houses of varying shapes and decorated with turned spindles and posts or Colonial Revival columns and moldings that became nationally popular after the turn of the twentieth century. Aiding in the construction of new houses was a town bank, a branch of the Eastern Shore Trust Company, which had bought in

⁶ R. Lee Burton, Jr. *Canneries of the Eastern Shore*. Centreville, MD: Tidewater Publishers, Inc, 1986, pp. 79-95.

⁷ R. L. Polk & Co.'s 1909-10-11 Maryland State Gazetteer and Business Directory, Baltimore: R. L. Polk & Co., pp. 1027-28.

⁸ *Op cit.*, p. 83.

⁹ R. L. Polk & Co's 1909-10-11, p. 1027-28.

¹⁰ Dickson J. Preston, *Newspapers of the Maryland's Eastern Shore*, Queenstown and Centreville: The Queen Anne Press and Tidewater Publishers, 1986, p. 220.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. D-653

Name Hurlock Survey District
Continuation Sheet

Number 8 Page 3

receivership the holdings of the Farmers Bank of Dorchester County in late 1901. Around 1905 the Eastern Shore Trust Company financed the construction of a Colonial Revival bank building on the corner of North Main and Broad Streets. New houses and churches were rising along Main Street and several side streets. A Baptist congregation was established in 1915 and financed the construction of a large rock-faced, concrete block church along South Main Street. The large cross-shaped Baptist church with its elevated foundation and three-story entrance and bell tower was an impressive construction project utilizing a relatively new material, rock-faced concrete blocks that were shipped to Hurlock from afar on board one of the railroads. An Episcopal congregation formed sometime around 1909, but it was not until 1926 that ground was broken for St. Andrews Episcopal Mission under the leadership of Reverend William McClelland.¹¹ Several other congregations formed in Hurlock during the early twentieth century and relocated buildings or erected new structures as the town's population gradually increased and its commercial and economic dominance in northeastern Dorchester County was clear.

Hurlock's municipal concerns during the early twentieth century centered on reliable sources of water and electricity. In 1908 a franchise was granted to W. C. Bradley for a town water system and in the same year electric current was provided to town residents by the Idlewild Electric Light and Power Company of Caroline County. Within the following year electric street lights were purchased for the town.¹² A town fire department was established during the early twentieth century, and in 1923 the commissioners acquired a modern fire truck. The town commissioners also implemented the town's first sewer system in 1934 with a construction awarded to George Lynch and Company for over \$50,000.¹³ During the 1930s, the population of Hurlock leveled off around 1,000 residents, which remained fairly constant throughout the mid twentieth century. Since the 1960s the town's population has risen to its present level of 1,800 residents.¹⁴

¹¹ William R. Wheatley, *History of Hurlock, 1892-1992*, p. 18.

¹² *Ibid*, p. 6.

¹³ *Ibid*, p. 7.

¹⁴ *Ibid*, p. 7.

D-653
Hurlock Historic District

Research File

Dorchester County
Land Record
FJH 8/42

John Martin Hurlock and Celia Hurlock his wife

to

8.6.1870

Dorchester & Delaware Railroad

Witnesseth that in consideration of the sum of one dollar, We the said John Martin Hurlock and Celia Hurlock (after receiving to ourselves the house built for a store house, and the timber and wood now standing on the land hereafter to be named) do grant unto The Dorchester & Delaware Rail Road Company, All the privileges, benefits and advantages which may be necessary for the use of said road so long it may be used as a Rail Road way, All that part of the tract or tracts of land owned by us, situated in the County aforesaid, and near the road which is the divisional line between Stephen Andrews and us, John Martin Hurlock and Celia Hurlock, and lying on each side of the road way of the Dorchester and Delaware Rail Road, said road way having been previously deeded to the said Rail Road Company by us, and being of the uniform width of sixty-six (66) feet, the said tract being for the purpose of a depot ground for the said Company, and beginning twenty feet South West of the divisional road and running parallel with the center line of said Rail Road one thousand feet on said center line. The same being a strip ninety-two (92) feet wide on the Easterly side of road way, the two strips with the road way being two hundred and twenty five (225) feet in width and one thousand feet in length on the center line, where is passes through the said lands containing for the Depot Ground hereby conveyed, three acres, two roods, and twenty one and fifty-four hundredths perches, be the same more or less. The said Hurlock is to have the privilege of enlarging his store house and is to be appointed agent for Hurlock's Station, Provided he attend to the business properly.

The Maryland Directory, J. Frank Lewis & Co., Baltimore, 1878, p. 253.

HURLOCK

Is pleasantly situated on the D. & D. R. R., 16 miles from Cambridge. Climate mild and healthy. Land medium; sells at from \$10 to \$25 per acre; produces fair crops of wheat, corn, oats, hay and potatoes. Churches and schools near. Population 20. J. M. Hurlock, Postmaster.

Agent—Sewing Machine

Thomas, F L

Huckster

Sellers, Jas. E.

Carpentry

Harper, Elisha

Miller

Hurlock, John M.

General Merchandise

Hurlock, James M.

Delaware, Maryland, and West Virginia State Gazetteer and Business Directory, 1884,
Vol. 1., Baltimore: R. L. Polk & Co., p. 592.

HURLOCK. Located on the C. & S. R. R. in Dorchester county, is a small hamlet 16 miles east of Cambridge c[ourt] h[ouse], the banking town. Population 50. S S Andrews, postmaster

Carroll, B F., general store
Harper, Elisha, carpenter
Harper, George W., carpenter
Martin Wright, saw mill
Noble & Son, saw mill

9. Major Bibliographical References

Inventory No. D-653

Graham, John L. *The 1877 Atlases and Other Early Maps of the Eastern Shore of Maryland*. Wicomico County Bicentennial Committee.

Hayman, John C. *Rails Along the Chesapeake: A History of Railroading on the Delmarva Peninsula*. Marvadel Publishers, 1979.

Preston, Dickson J. *Canneries of the Eastern Shore*. Queenstown and Centreville, MD: The Queen Anne Press and Tidewater Publishers, 1986.

Wheatley, William R. *History of Hurlock, 1892-1992*, Privately printed.

10. Geographical Data

Acreage of surveyed property 50 acres

Acreage of historical setting 50 acres

Quadrangle name Rhodesdale, MD Quadrangle Quadrangle scale: 1:24,000

Verbal boundary description and justification

The metes and bounds of this survey district follow the current boundaries of the town.

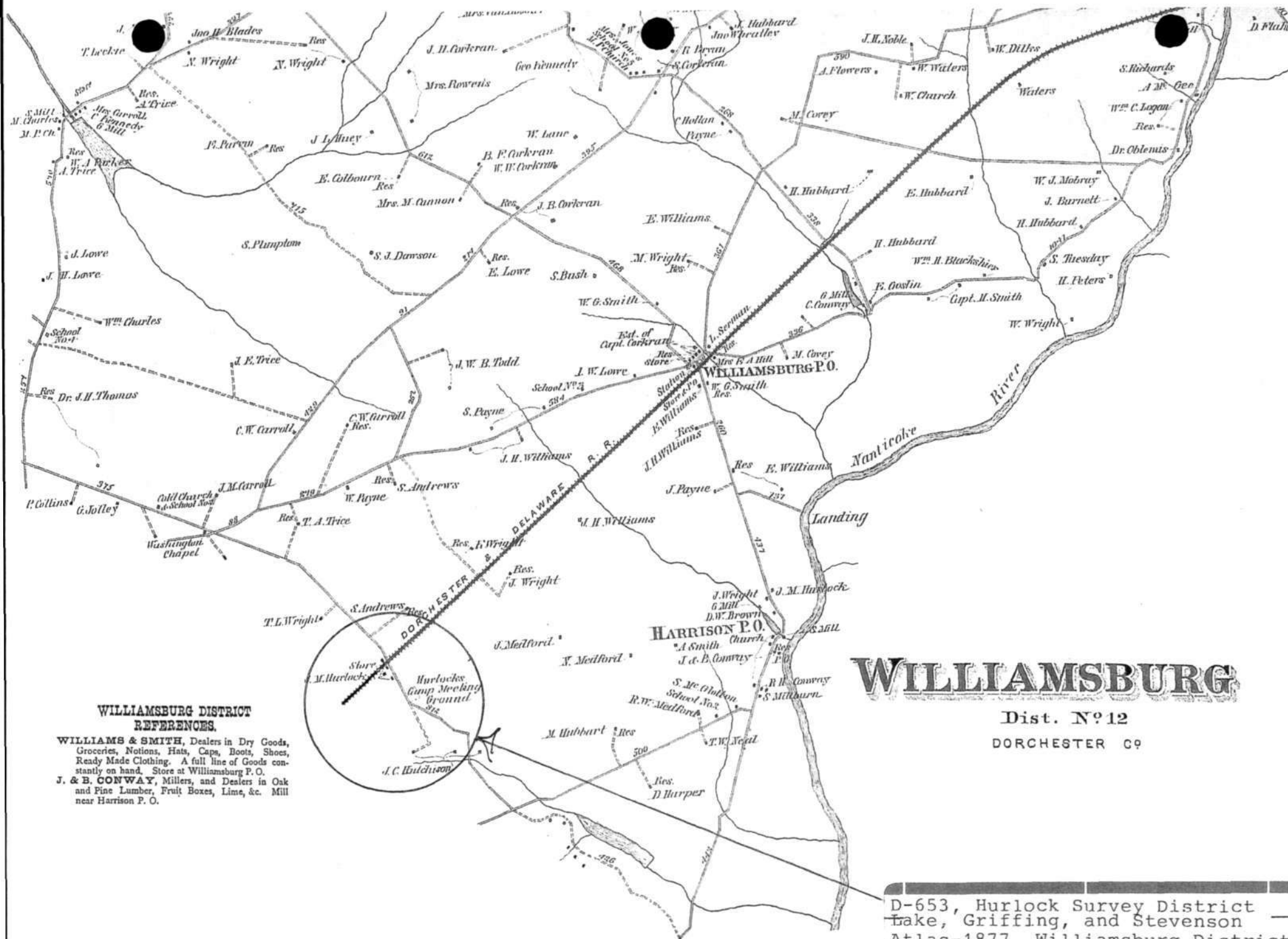
11. Form Prepared by

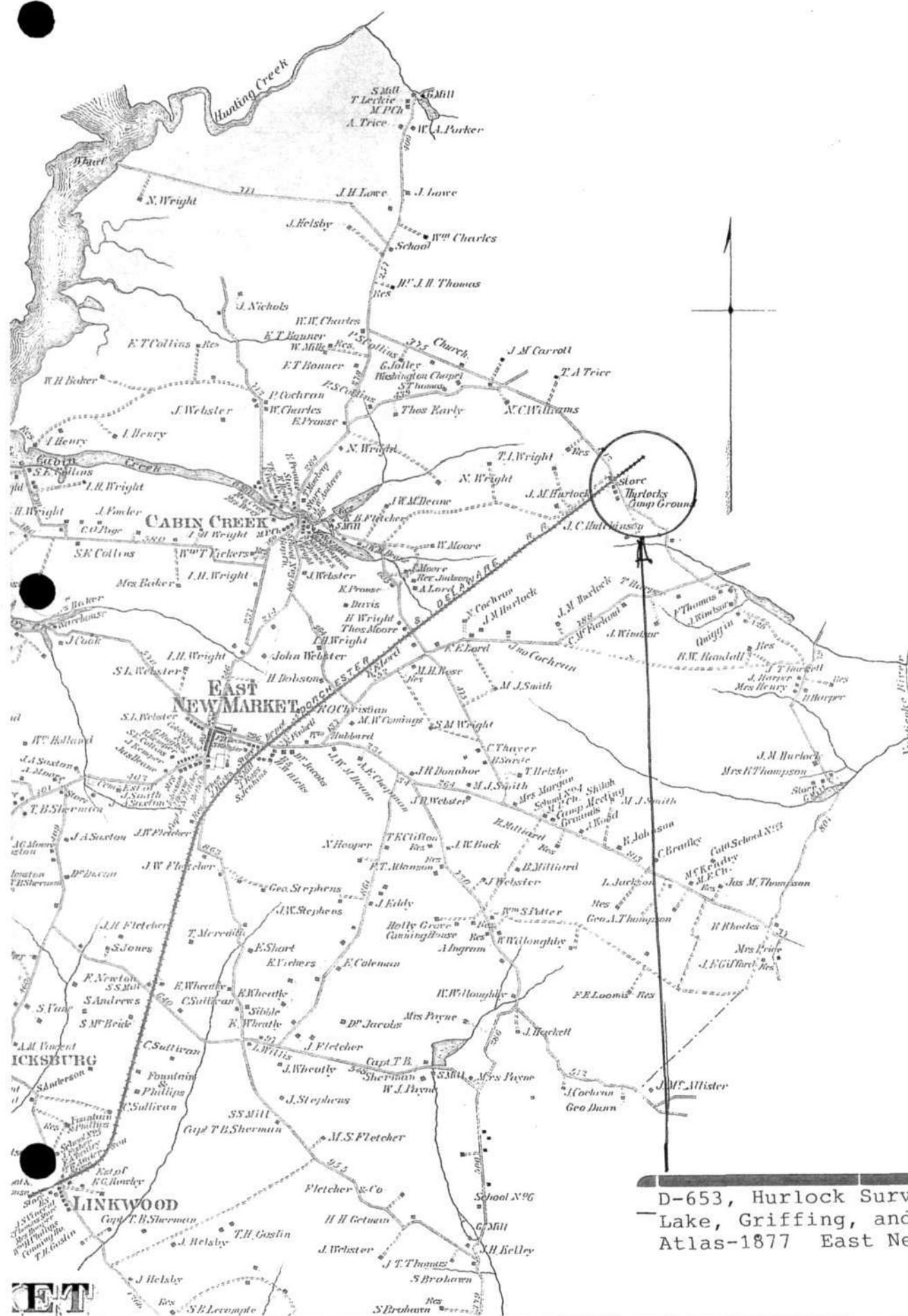
name/title	Paul B. Touart, Architectural Historian		
organization	Chesapeake Country Heritage & Preservation	date	2.20.08
street & number	P. O. Box 5	telephone	410-651-1094
city or town	Westover	state	Maryland 21871

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

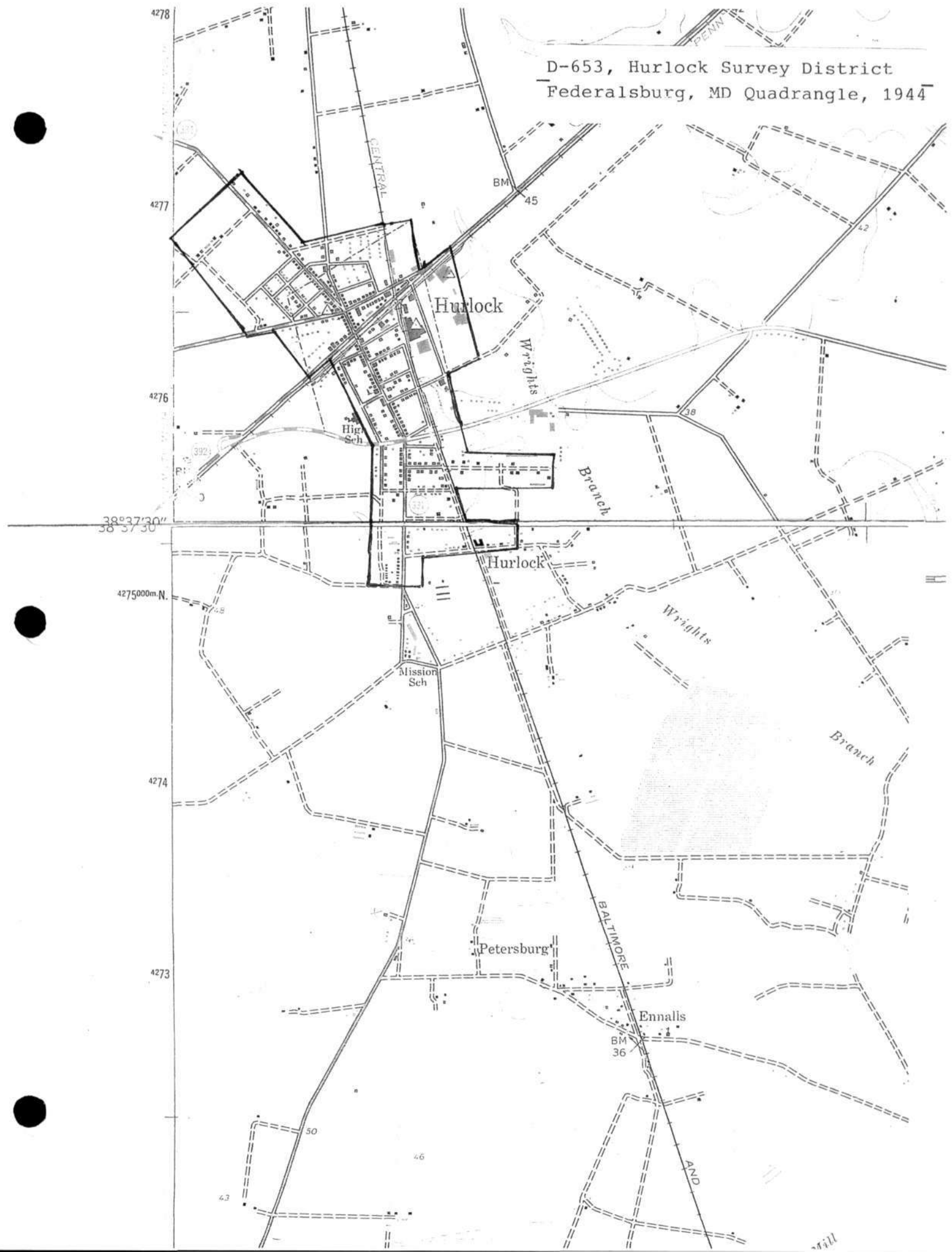
return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600





D-653, Hurlock Survey District
Lake, Griffing, and Stevenson
Atlas-1877 East New Market Dist.

D-653, Hurlock Survey District
Federalsburg, MD Quadrangle, 1944





D-653

Hunlock Survey District
Hunlock, Dorchester Co., Md.
Intersection of N. Main and
Brown Streets
11/08, Paul Touant, Photogrammetrist
Wet. / Md. Historical Trust



D-653

Hunlock Survey District
Hunlock, Dorchester Co., MD.

MAIN STREET LOOKING NORTH

11/08, Paul Touant, PHOTOGRAPHER

WEG. / MD HISTORICAL TRUST



D-653

Hurlock Survey District

Hurlock, DOUGLASS CO, MD.

SOUTH MAIN STREET AT INTER-
SECTION WITH GAY STREET

11/09, PAUL TOWNSEND, DISTRICT CLERK

WET. / MD. HISTORICAL TRUST

3/8



D-653

HURLOCK Survey DISTRICT

HURLOCK, DORCHESTER CO., MD.

MAIN STREET LOOKING NORTHWEST

11/08, PAUL TOURANT, PHOTOGRAPHER

WEG./MD. HISTORICAL TRUST



D-653

HURLOCK SURVEY DISTRICT

HURLOCK, DORCHESTER CO., MD.

MAIN STREETING LOOKING NORTHEAST

ALONG RAILROAD RIGHT-OF-WAY

11/08, PAUL TOWNSEND, PHOTOGRAPHER

WET./MD. HISTORICAL TRUST

5/8



D-653

HURLOCK Survey District

Hurlock, DORCHESTER Co., MD.

SOUTH MAIN STREET LOOKING SOUTH

11/18, PAUL TOWANT, PHOTOGRAPHER

NEE. / MD. HISTORICAL TRUST

6/6



D-653

HURLOCK Survey District

Hurlock, Dorchester Co., MD.

North Main Street looking North

11/18, Paul Touart, Photographer

Weth./MD. Historical Trust



D-653

Hunlock Survey District

Hunlock, Dorchester Co., Md.

North Main Street looking north

11/08, Paul Toward, Photographer

Wetzel/MD. Historical Trust

8/8

Form 10-300
(Dec. 1968)UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

N. R. FIELD SHEET

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE:	
COUNTY:	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

1. NAME

COMMON:

Hurlock

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:

Md. Rts 331, 307, 392

CITY OR TOWN:

STATE

Maryland

CODE

COUNTY:

Dorchester

CODE

3. CLASSIFICATION

CATEGORY (Check One)		OWNERSHIP		STATUS		ACCESSIBLE TO THE PUBLIC	
District	<input checked="" type="checkbox"/>	Building	<input type="checkbox"/>	Public	<input type="checkbox"/>	Public Acquisition:	<input type="checkbox"/>
Site	<input type="checkbox"/>	Structure	<input type="checkbox"/>	Private	<input checked="" type="checkbox"/>	In Process	<input type="checkbox"/>
Object	<input type="checkbox"/>			Both	<input type="checkbox"/>	Being Considered	<input type="checkbox"/>
						Occupied	<input checked="" type="checkbox"/>
						Unoccupied	<input type="checkbox"/>
						Preservation work in progress	<input type="checkbox"/>
						Yes:	<input type="checkbox"/>
						Restricted	<input type="checkbox"/>
						Unrestricted	<input checked="" type="checkbox"/>
						No:	<input type="checkbox"/>

PRESENT USE (Check One or More as Appropriate)

Agricultural	<input type="checkbox"/>	Government	<input type="checkbox"/>	Park	<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Comments	<input type="checkbox"/>
Commercial	<input checked="" type="checkbox"/>	Industrial	<input checked="" type="checkbox"/>	Private Residence	<input checked="" type="checkbox"/>	Other (Specify)	<input type="checkbox"/>		
Educational	<input checked="" type="checkbox"/>	Military	<input type="checkbox"/>	Religious	<input checked="" type="checkbox"/>				
Entertainment	<input type="checkbox"/>	Museum	<input type="checkbox"/>	Scientific	<input type="checkbox"/>				

4. OWNER OF PROPERTY

OWNERS NAME:

Multiple owners

STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:

Dorchester County Courthouse

STREET AND NUMBER:

High Street

CITY OR TOWN:

Cambridge

STATE

Maryland

CODE

21613

ACREAGE

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

DATE OF SURVEY:

Federal ☐State ☐County ☐Local ☐

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE

STATE:

COUNTY:

ENTRY NUMBER

DATE

FOR NPS USE ONLY

7. DESCRIPTION

CONDITION	(Check One)					
	Excellent <input type="checkbox"/>	Good <input checked="" type="checkbox"/>	Fair <input type="checkbox"/>	Deteriorated <input type="checkbox"/>	Ruins <input type="checkbox"/>	Unexposed <input type="checkbox"/>
INTEGRITY	(Check One)			(Check One)		
	Altered <input checked="" type="checkbox"/> Unaltered <input type="checkbox"/>			Moved <input type="checkbox"/> Original Site <input checked="" type="checkbox"/>		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Hurlock is the only railroad town in Dorchester County. It is built where two railroad lines intersect and portions along the railroads have industrial and commercial establishments. The oldest houses in town seem to be built along Md. Rt. 331, Main Street.

At the intersection of Rt. 331 with north Main Street is an interesting late 19th century frame hotel called the Glen Oak Hotel. A little south of the hotel is the home of Col. and Mrs. Walter V. Nichols, built in 1909 by one of Hurlocks most successful merchants, W. C. Bradley. Behind this house, where the present supermarket is located was the Bradley garage and across the street from there is the Bradley Hardware Store. The latter still stands and is in a good state of preservation.

Other plainer houses of the late 19th and early 20th centuries line the streets of Hurlock.

Most of the houses have the common joinery and turning of the turn-of-the-century, though each house differs in its treatment of the porches, gables, turrets, and pediments. The houses have several plans, including the 'T' plan, 'L' plan, square plan. Some have tower projections, many have bay windows, where the first and second stories of the gable are three-sided beneath a gable with "gingerbread."

Unity Washington Methodist Church was formerly a Greek Revival style structure built in weatherboard. It has been faced with brick to the detriment to some of its detail. The Maryland National Bank, formerly the Eastern Shore Trust Company, is a handsome Colonial Revival brick building now painted white. Although it has been greatly altered over the years, it is a handsome building in the town.

Near the railroad are several commercial establishments which vary from frame to concrete block. These structures are relatively simple whereas the houses have more ornamentation.

Hurlock library was constructed as a school in 1898 and became a library in the 1940's.

Farther south are the St. Andrews Episcopal Church, a shingle building constructed in 1926 for the parish house and still in use for services. A large concrete block church with Romanesque detail houses the First Baptist Church. It was built in 1915, soon after block became a viable building product. Wesleyan Church is a simple chapel like several of the country houses of worship in Dorchester.

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

Pre-Columbian ☐16th Century ☐18th Century ☐20th Century ☐15th Century ☐17th Century ☐19th Century ☐

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

Aboriginal ☐Education ☐Political ☐Urban Planning ☐Prehistoric ☐Engineering ☐

Religion/Phi-

Other (Specify) ☐Historic ☐Industry ☐losophy ☐Agriculture ☐Invention ☐Science ☐Art ☐Landscape ☐Sculpture ☐Commerce ☐Architecture ☐

Social/Human-

Communications ☐Literature ☐itarian ☐Conservation ☐Military ☐Theater ☐Architecture ☐Music ☐Transportation ☐

STATEMENT OF SIGNIFICANCE (Include Personages, Dates, Events, Etc.)

Hurlock's importance in Dorchester is chiefly due to the industrial growth which has developed since 1867 when there was only a railroad station where the two present lines intersect. John M. Hurlock built the first storehouse in that year and followed it by constructing his residence in 1872.

"James M. Andrews sold the first town lot for \$25.00. William Howith built the second house in 1885." This was soon followed by several other dwellings. It was incorporated in 1893 after which the town increased manifold.

Architecturally, Hurlock represents both the stylish and the vernacular, the stylish in the Bradley House of the Queen Anne style and the decorative quality of the plainer buildings. The variety in house plans shows a break in the vernacular tradition. The dwellings are becoming more planned and the simpler forms are lost, except as extensions to the larger houses, or are still to be seen on the side streets.

Hurlock's houses are associated with the businesses which line the railroad. Greenbury T. Bell was the miller who built a house on Main Street. State Senator Joseph Andrews had a house on Main Street and a canning business on the edge of town.

Hurlock may have the unique and cohesive qualities which would make it or a portion thereof a nomination for National Register.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN ONE ACRE			
CORNER	LATITUDE		LONGITUDE		LATITUDE		LONGITUDE	
	Degrees	Minutes	Seconds		Degrees	Minutes	Seconds	
NW	°	'	"		°	'	"	
NE	°	'	"		°	'	"	
SE	°	'	"		°	'	"	
SW	°	'	"		°	'	"	

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE: Michael Bourne, Architectural Consultant		
ORGANIZATION Maryland Historical Trust	DATE 1975	
STREET AND NUMBER: Shaw House, 21 State Circle		
CITY OR TOWN: Annapolis	STATE Maryland	CODE 21401

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☐ Local ☐

Name _____

Title _____

Date _____

I hereby certify that this property is included in the National Register.

Chief, Office of Archeology and Historic Preservation

Date _____

ATTEST:

Keeper of The National Register

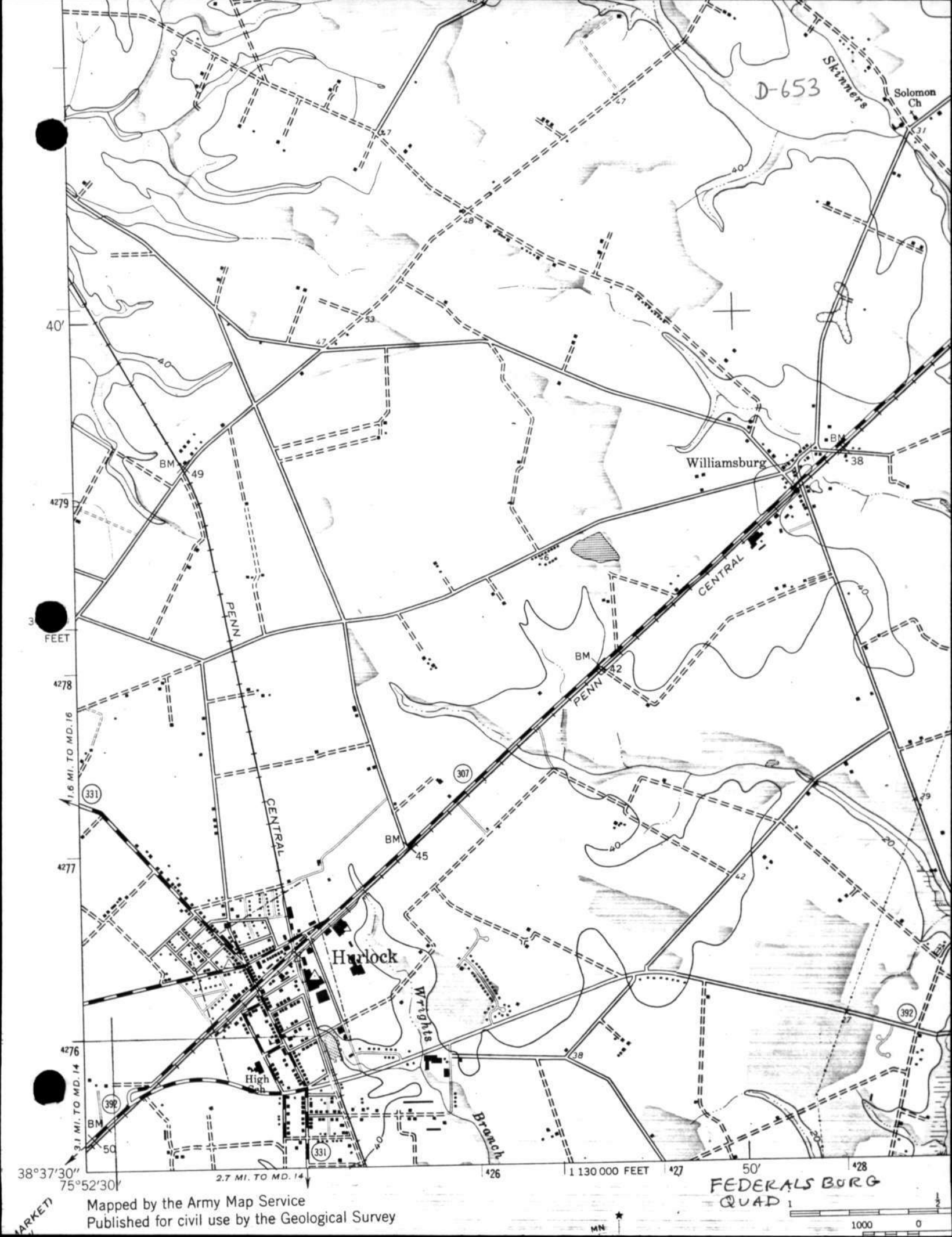
Date _____

D-653

HURLOCK

LAC 6, GRIFFING & STEVENSON
1877





D-653

Skimmers

Solomon Ch

Williamsburg

Harlock

High

Wrights

Branch

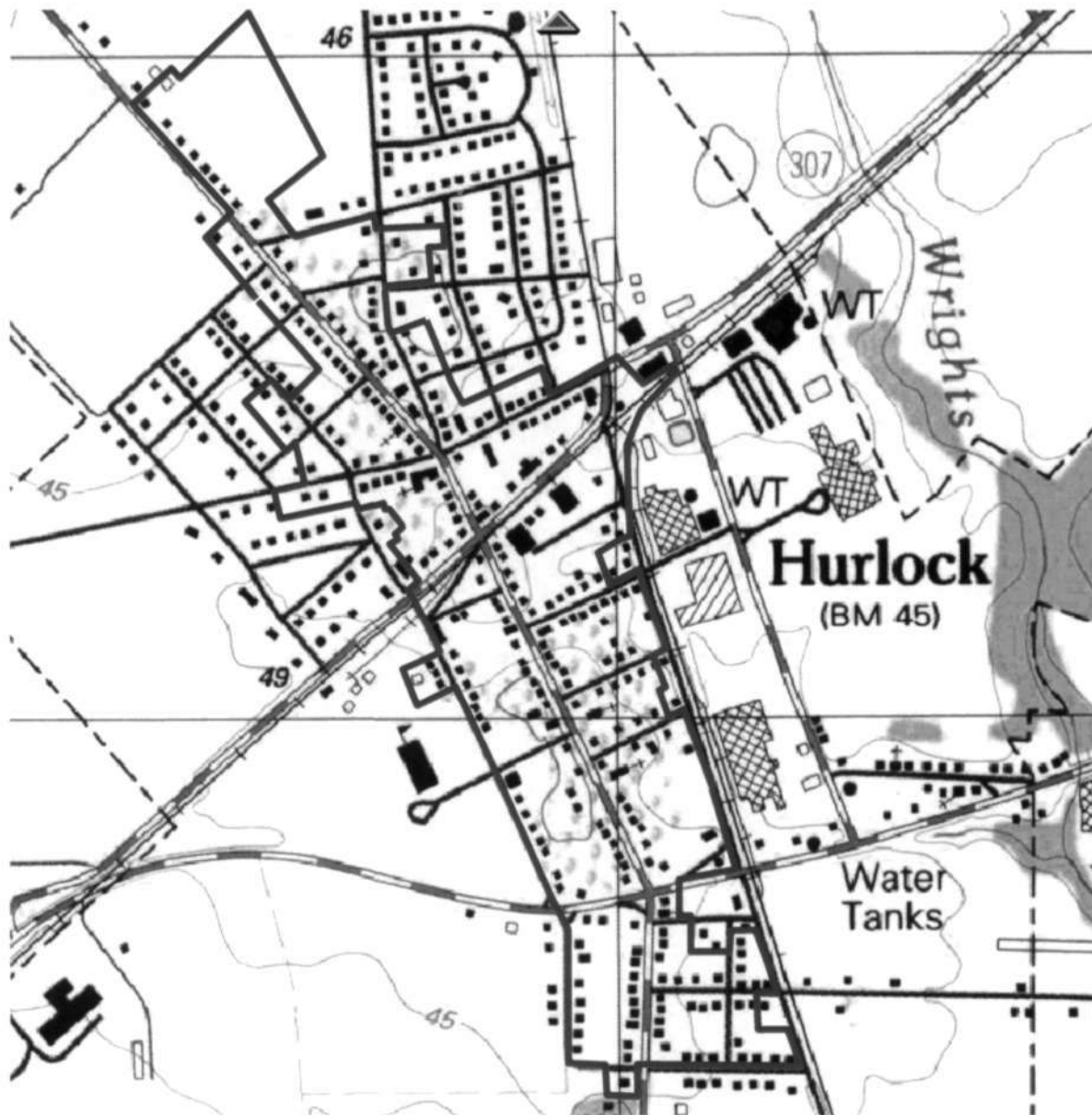
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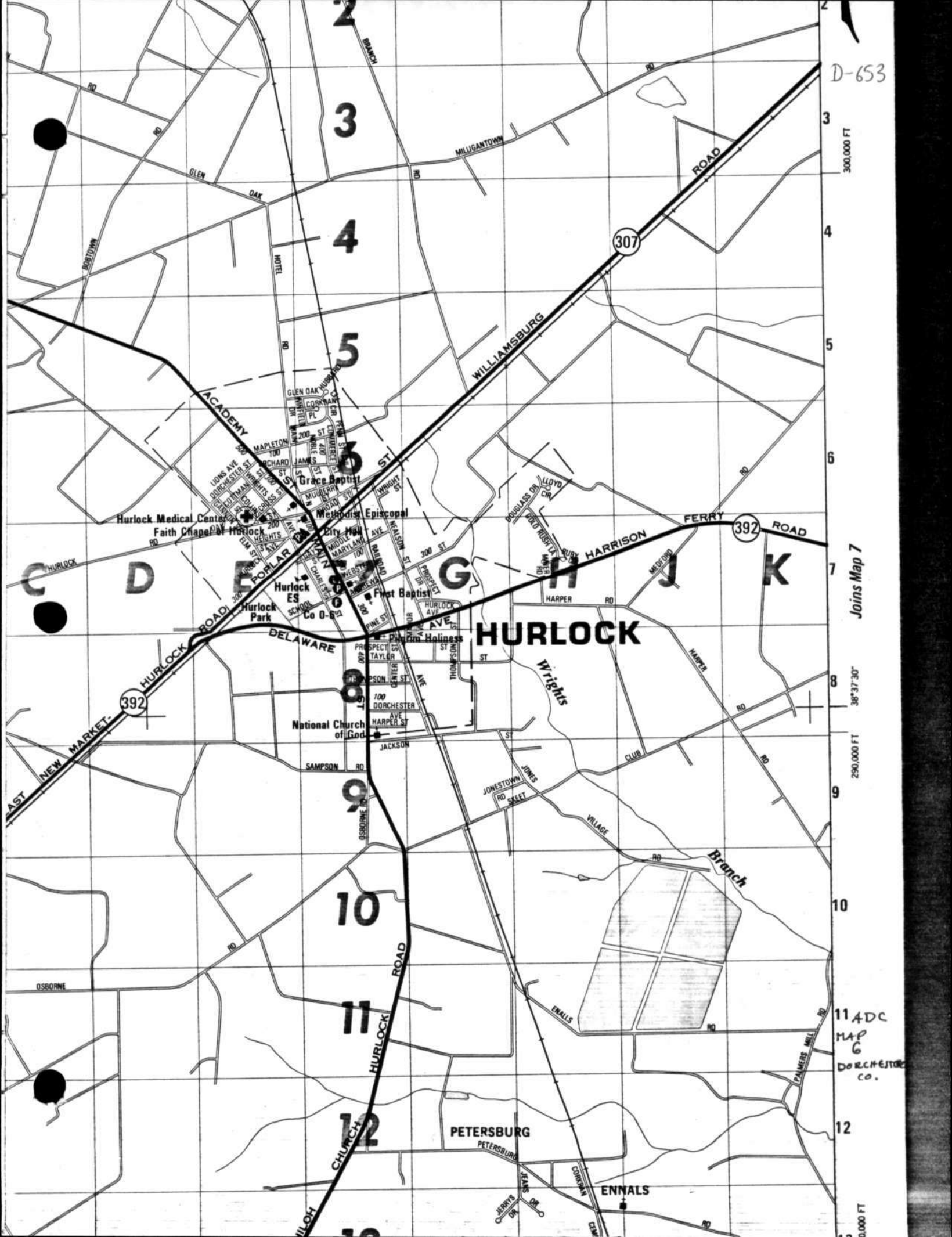
1 130 000 FEET

FEDERALS BURG
QUAD 1

Mapped by the Army Map Service
Published for civil use by the Geological Survey

D-653
Hurlock Historic District
Federalsburg quad





D-653

300,000 FT

290,000 FT

0,000 FT

Joins Map 7

11 ADC
MAP 6
DORCHESTER
CO.

HURLOCK

Hurlock Medical Center
Faith Chapel of Hurlock

Hurlock
ES
Co 0-8

National Church
of God

Grace Baptist
Methodist Episcopal
City Hall

Pharm Holiness

Wrights

Branch

PETERSBURG

ENNALS

CHURCH

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392

OSBORNE

MILLGANTOWN

ROAD

WILLIAMSBURG

FERRY

ROAD

HARRISON

ACADEMY

DELAWARE

HURLOCK
ROAD

HURLOCK

NEW MARKET

JONESTOWN

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SALET

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CONTRIBUTING RESOURCE
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

D-653 Hurlock HD

Property Name: 105 Broad Street Survey Number: DO-

Property Address: 105 Broad Street, Hurlock

Project: CDBG Agency:

Site visit by MHT Staff: N no yes Name Date

District Name: Hurlock Historic District Survey Number: D-653

Listed X Eligible Comment

Criteria: A B X C D Considerations: A B C D E F G None

The resource X contributes/ does not contribute to the historic significance of this historic district in:

X Location X Design X Setting Materials

X Workmanship X Feeling X Association

Justification for decision: (Use continuation sheet if necessary and attach map)

Based upon the photographs presented to The Maryland Historical Trust, the house at 105 Broad Street is located within proposed boundaries for the National Register-eligible Hurlock Historic District. The late 19th-century dwelling is designed in a vernacular Queen Anne style of architecture and features characteristic Victorian massing and detailing. The house is asymmetrical in plan and is covered with an irregular roofline with projecting chimneys and gables with fishscale shingles. A porch with turned columns and scroll-saw corner brackets extends across the facade. Despite some alterations such as asbestos siding, the house retains its original massing and survives as a good example of vernacular Queen Anne style domestic architecture. The dwelling is considered a contributing resource to the National Register-eligible Hurlock Historic District.

Documentation on the property is presented in: Review and Compliance Files

Prepared by: Ms. Josie Hamblin

Jo Ellen Freese 8/22/1994

Reviewer, Office of Preservation Services Date

NR program concurrence: ✓ yes no not applicable

Calvin B. Pidot
Reviewer, NR program

rec'd 2/8/96 reviewed 2/13/96
Date

gmg

Survey No. _____

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- ☒ Eastern Shore (all Eastern Shore counties, and Cecil)
☐ Western Shore (Anne Arundel, Calvert, Charles,
Prince George's and St. Mary's)
☐ Piedmont (Baltimore City, Baltimore, Carroll,
Frederick, Harford, Howard, Montgomery)
☐ Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- ☐ Paleo-Indian 10000-7500 B.C.
☐ Early Archaic 7500-6000 B.C.
☐ Middle Archaic 6000-4000 B.C.
☐ Late Archaic 4000-2000 B.C.
☐ Early Woodland 2000-500 B.C.
☐ Middle Woodland 500 B.C. - A.D. 900
☐ Late Woodland/Archaic A.D. 900-1600
☐ Contact and Settlement A.D. 1570-1750
☐ Rural Agrarian Intensification A.D. 1680-1815
☐ Agricultural-Industrial Transition A.D. 1815-1870
☒ Industrial/Urban Dominance A.D. 1870-1930
☐ Modern Period A.D. 1930-Present
☐ Unknown Period (☐ prehistoric ☐ historic)

III. Prehistoric Period Themes:

- ☐ Subsistence
☐ Settlement
☐ Political
☐ Demographic
☐ Religion
☐ Technology
☐ Environmental Adaption

IV. Historic Period Themes:

- ☐ Agriculture
☒ Architecture, Landscape Architecture,
and Community Planning
☐ Economic (Commercial and Industrial)
☐ Government/Law
☐ Military
☐ Religion
☐ Social/Educational/Cultural
☐ Transportation

V. Resource Type:

Category: Building

Historic Environment: Village

Historic Function(s) and Use(s): Domestic/Single Dwelling

Known Design Source: _____

D-653

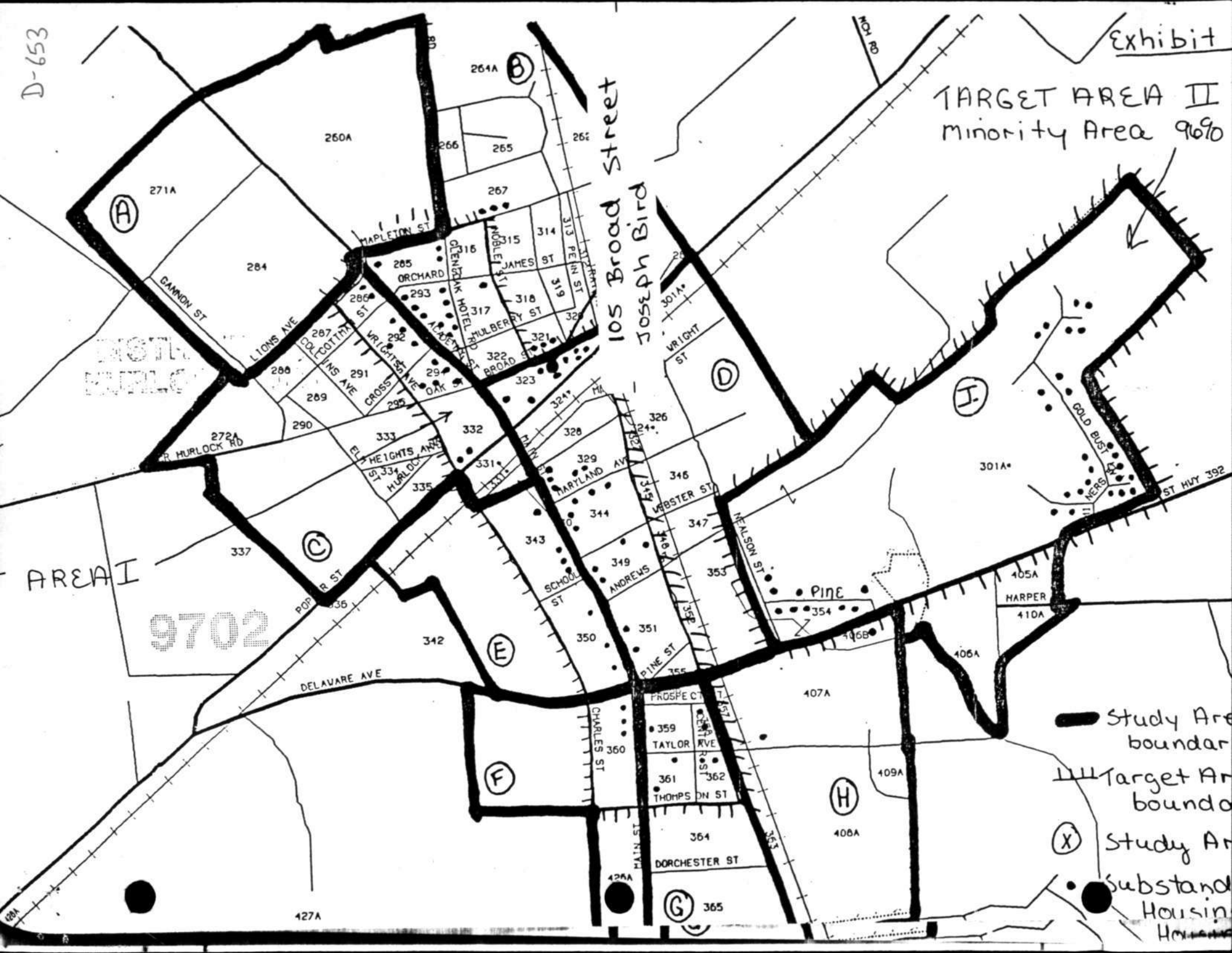
Exhibit

TARGET AREA II
minority Area 96%

AREA I

9702

105 Broad Street
Joseph Bird





105 Broad St.

Hurlock, MD

D-6-33



105 Broad St.
Hurlock, MD.

10-6-11



105 Broad St.
Horslock, MD.



105 Broad St.
Hurlock, MD.



94 4 14

105 Broad St
Hurlock, MO.



105 Broad St.
Hurllock, MD

11
A-65



94 4 14

105 Broad St.
Hurlock, MD